

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 12:01 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 518 Const Calendar Day: 198 Date: 19-Dec-2012 Wednesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:30 am 06:00 pm Break: 00:00 Over Time: 01:00

Federal ID:

Location:

Reviewer: Awal, Mohammad Approved Date: 30-May-14 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM**Precipitation** none **Condition** RainWorking Day ☒ If no, explain:**Diary:**

Dispute

**Work description.**

Thursday, December 19, 2013

•The weekly safety meeting:

Following the conclusion of the featured topic, I discussed the poor air quality for the painters inside the Tower due to grinding and fumes. Although I do not work in the OBG, I did bring up the concern voiced by the painters in regards to the condition inside the OBG, which is worse than the Tower. I purported their serious concerns with the lack of portable bathrooms, mice droppings, bad air quality, and poor lighting. Bill shed told Darryl Schram that the portable bathroom issue needs to be resolve asap as a CCO should have been written 2 months ago (echoed by Emmanuel Jefferson.) The lack of proximity of these bathrooms has led to un-sanitary situation inside the OBG, according to the painters.

I had an inspection of the Tower paint with Francisco (foreman) & Stuart Ross (QA) scheduled for 9:30. Following the safety meeting, I met with Stuart at the foot of W2 where he & I waited for Francisco (CCC foreman.) Francisco, who had conversed with Stuart already, had told him that they ran out of paint and that paint has to be brought in from Concord. Another hour elapsed before Francisco showed up and said that they were able to get small quantity of paint from the OBG, and surprisingly enough he did not bother to call us during our hour-long wait at the base of the W2 (elevator.)

At any rate, the painting of the South Shaft, Elev. 47 (the floor level of Splice 1) was underway in addition to grinding at Elev. 43 & 47 over at the E. Shaft. According to the QA; however, at some point in the afternoon, there was some touch-up paint done at Elev. 65m over on the East Shaft.

## •Dutra's Fender Work

Having been involved with the paint and safety inspection all day, I did not have any time to look over Dutra's work. Sami Daouk's report should be consulted regarding this work. However, Dutra's scope of work was quite limited today as they had only 2 or 3 pile caps to weld. Speaking to Sami in the afternoon, he told me that Dutra brought in 3 workers today to complete this work and they left at 12:00. . For a detailed account of Dutra's work for Dec 19th, please refer to Sami's Diary.

## •A safety Meeting at the site

Per my conversation with Grady Hart (CT's safety officer), he was to show-up to the site at 13:00 with an ABF Safety Officer to get a first-hand account of the fumes and grinding dust that contributes to a poor air quality inside the Tower shafts. This is a follow-up on the very issue for which I met with Ed Fuqua & Allen McDonald (safety Director and Supervisor for ABF) last Friday. While at the Bridge waiting, Francisco told me that his instructions were to meet at 14:00 and not 13:00. I called Grady and told him of this time change as he had not been told of this either. At about 13:40, I met with Barry Rathman and Grady Hart at



## Daily Diary Report by Bid Item

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W2 and we made our way to the Tower Elev. 53. I took them first inside the East shaft, where the Painters were busy grinding and then inside the South Shaft where another 2 painters were busy touching up the locations ground already and ready to be painted.

Neither of the two safety officer was willing to come down to Elev. 47 where the workers were actually located. Standing at Elev. 53 perched over the lower level; one could just as well realize the extent of the poor air quality. In fact, while inside the East Shaft conversing about the methods to employ for improving the air quality, Barry suggested for us to step outside and carry our conversation. The dust had spread all over the place and one could easily taste the metal in one's mouth. While in the South Shaft, I asked both Grady and Barry to accompany me down to Elev. 47, but they both declined and stated that they can smell the paint fumes quite readily and easily where they were located at Elev. 53.

I pointed out to both Barry and Grady the inadequacy of the ventilation equipment in use and that they were not able to remove much of the particulate or the fumes. I indicated that one shall be able to see a plume being sucked in by an adequately working system. In our case, I added, the dust is spread in the entire chamber at this location and is hardly being removed.

I told Barry that although Ed & Allen took some steps to improve the air quality, it was nowhere near the acceptable level. I expressed that it was my hope that having first-hand knowledge of this situation now, he would impress upon his superiors the need for improving the air quality inside the Tower shafts. He agreed.

Ross Stuart & I were to have a walk through meeting with Francisco at about 9:30 and were to meet at the foot of the W2; however, Francisco did not show up. It was not until 10:40 when we saw him at W2 and when asked about the appointment that he missed, he replied that CCC had run out of paint and that they had to go to Concord in order to bring in paint to the job site. Francisco indicated that he went to the OBG to get the paint he needed, instead and never went to Concord. I complained to him about his lack of communication and that a lot of our time was wasted due his indiscretion. He indicated that his guys are painting in the South shaft at this time. There were two painters each in the South & East shafts who engaged in SSPC SP1, SP2, SP# & painting at various locations.

Following the paint and safety inspection, I left the Tower Elev. 53 for the Tower base to speak to Sami regarding Dutra's work, the scope of whose work was briefly described above. Due to the multiple schedule changes for both inspections today, I did not have a lunch break and combined with the daily routine today, it amounted to an hour of Overtime for the day.

For more details on the painting operation, please refer to Ross Stuart's report.

04-0120F4 Bid Item: 078 T-L01-ENE.078 Tower Lift 01 External Paint Tower NE

CERTIFIED COATINGS COMPANY

### Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> CERTIFIED COATINGS COMPANY								
Painter	JNM	LUIS PANIAGUA	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	APP	RAFAEL SERANO	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	JNM	ERNIE SOLON	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	JNM	FRANCISCO SERRANO	8.00	0.00	0.00	8.00		<input type="checkbox"/>

Attachment



ddrRptbyBidItem

Page 2 of 5

## Daily Diary Report by Bid Item

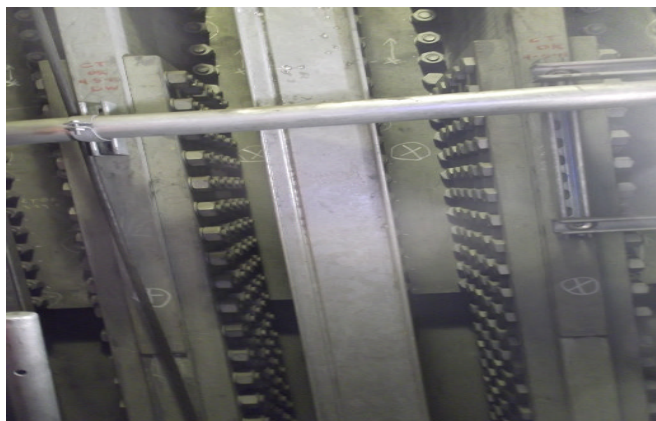
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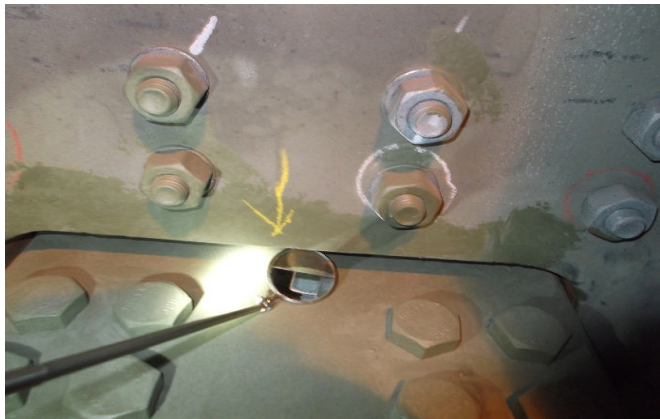
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